BOMBAY COURIER.

VOL. XXIV.] SATURDAY, MAY 14, 1814, [NUMBER 1132.

IT has been Resolved, that all Advertisements which appear under the Signature of the Secretary to Government, or of any other Officers of Government properly authorised to publish them in the BOMBAY COURIER, are meant, and must be deemed to convey official Notification of the Board's Orders and Regulations, in the same manner as if they were particularly specified to any Servant of the COMPANY, or others to whom such Orders and Resolutions have a Reference.

BOMBAY CASTLE, 21st SEPTEMBER, 1792. JOHN MORRIS, SECRETARY.

GOVERNMENT ADVERTISEMENT.

THE Trustees of the Fund Established at Madras, in 1812, for the relief of the Widows and Orphans of the European Sailors and Soldiers, who fell in the conquest of Java, hereby Announce that a final division of the amount Subscribed to that Charity, has been made agreeably to the annexed Statement, and that the unclaimed shares will be paid, on Application to Major Agnew Deputy Adjutant General at Madras, who has acted as Secretary to the Trust, on sufficient Receipts, and Security for the due appropriation of the Money being given—and they further give notice that all shares unclaimed within one year from this date, will be considered as forfeited, and thrown into the Funds of the Male and Female Asylums at that Presidency.

MADRAS,
1st APRIL 1814.

STATEMENT.

		St.	Pags.	Fans.	Ch.
Amount Subscribed,			5000.	3.	49.
Interest received on the Government Securites of the Fund,			266.	11.	2.
	Total		5266.	14.	51.
Expended in the purposes of the Fund up to this date,			241.	35.	20.
Unrecovered Subscriptions,			35.	0.	0.
	Ps.	F. Ch.			
Donations to 2 Widows each,	50.	0. 0.	4990.	0.	0.
Donations to 8 Orphans each,	203.	15. 0.			
Total. . .			5266.	35.	20.

List of Widows and Orphans admitted to the benefits of the Fund.

WIDOWS EACH TO RECEIVE. . . Ps. 50.

CORPS.	NAMES.	HUSBAND'S NAME AND RANK.	DONATION HOW DISPOSED OF.
56th Regt.	Izabella Haytor,	Thomas Haytor, Private.	Paid by the Secretary at Madras,
69th Regt.	Mary Anderson,	Wm. Anderson, Corporal.	ditto ditto ditto
"	Mary Ann Thomlinson,	Jos. Thomlinson, Private.	Unclaimed (Said to be with the 84th Regt.)
78th Regt.	Margaret Matheson,	Alex. Matheson, Private.	Remitted to the officer Comdg. the 78th Rt. on Java
	Rose Gallie,	Alex. Gallie, Private.	

ORPHANS EACH TO RECEIVE. . . Ps. 203. F. 15. Ch. 0.

CORPS.	NAMES.	FATHER'S NAME AND RANK.	DONATION HOW DISPOSED OF.
56th Regt.	George Freeburger,	Martin Freeburger, Private,	Remitted to the Comdg. officer of the Corps on Java,
"	Sarah Hurst,	John Hurst ditto	Unclaimed (Said to be at Madras.)
"	Eliza Hurst,		
"	Mary Ann Kelley,	Henry Kelly, Corporal.	Remitted to the officer Comdg. the Corps on Java.
"	Joseph Haytor,	Thomas Haytor, Private.	Unclaimed (at Madras.)
69th Regt.	James Oliver,	James Oliver, ditto	Remitted to the officer Comdg. the Corps at Seringapatam,
78th Regt.	John Murdock,	J. Murdock, Private.	Remitted to the officer Commanding the Corps on Java.
"	William Murdock,		
"	Alexander Murdock,		
"	Mary Murdock,		
"	Farquhar Matheson,	Alexander Matheson, ditto	ditto ditto ditto
"	Mary McKenzie,	Rodk. McKenzie, Serjeant	Unclaimed (Said to be at Bombay,)
"	William McKay,	John McKay, Private.	Remitted to the officer Commanding the Corps on Java,
"	Alexander McLeod,	William McLeod, do.	Unclaimed (Said to be with the 69th Regiment,)
"	Betty McLeod,		
89th Regt.	Bridget Trainer,	James Trainer, ditto	Paid to the Treasurer of the Female Asylum,
"	Margaret Murphy,	Francis Murphy, do.	Remitted to the officer Commanding the Rt. at Bangalore
"	Frances Murphy,		

P. VANS AGNEW,
Secretary to the Java Widow and Orphan Fund.

Published By Order of the Right Hon'ble the Governor in Council,
J. FARISH,
Sec. to Govt.

BOMBAY CASTLE,
29TH APRIL 1814.

RECORDER'S COURT.

ECC. SIDE.

In the Goods of VENAIK SADASEW TELLONG deceased.

NOTICE IS HEREBY GIVEN,

THAT application hath this day been made to the Hon'ble the Court of the Recorder of Bombay, that Letters of Administration in the above Goods may be granted to RAMCHUNDER RANGOO SINOY of Bombay Hindoo Inhabitant the Cousin and next of Kin of the deceased. All persons concerned therein are hereby apprized thereof.—Dated 11th May, 1814.

HUNGERFORD,
PROCTOR,

Advertisement.

In the matter of the Will of ANTONJO DOS REMEDIOS late of Bombay Portuguese Inhabitant deceased.

PROBATE of the last Will and Testament of the said ANTONIO DOS REMEDIOS having been Granted to FRANCESCA XAVEIR de MELLO the Widow of the said deceased, the sole Executrix named in the said will; all Persons concerned are hereby apprized thereof.

SIEPHENSON,
PROCTOR.

FREIGHT TO CHINA.

THE SHIP

EARL SPENCER,

CAPT. WILLIAM MITCHELL,

WILL sail for China in all this Month, or early next, and, having already part of her Cargo engaged, CAPTAIN MITCHELL, will receive further Tenders for Freight till Monday next the 16th Instant, at his House No. 3, FORBES Street.

Bombay, 11th May 1814.

NOTICE

FOR SALE
BY PULIC AUCTION
AT THE BOMBAY TAVERN,
On WEDNESDAY next the 18th instant
AT 12 O'CLOCK
If not previously disposed, of

A Stone and Chunam built House, situated on Coolaba, in very Good Repair, lets at the monthly Rent of forty five Rupees, further particulars may be had by inquiring of Mr. DUNCAN CAMERON.

Bombay, 14th May, 1814.

ખ બ ર

શ્રી·પોર્ટુગીયઝનાં·મદ્યે·આવ·તા·છતે
વારનેશ્વરીને·તા· ૧૮ મી·આપ્રેલ·મહીનાં

નિ એ·ફલાણ ૧૨ નો·જો·ઉપરોક્ત·મહી
વેચાઈ તો·જાહેર·લીલાંવ·ફરીને·વેચશે
ગર·એમ·પત્યર·તથા·ચુનાનુ·બાંધેલુ·શ્રી
ફોલાળા·અધેનુ·એ·ગર·શાસી·તરે·અમે
ન·ફરેલુછ·એ·ગરનુ·ભાડુ·આશ·એમનાં
રૂપીઆ ૪૫ રૂપરેછે·એ·બાળે·આવ ખ·
ખબર·જોજએતો·મી·દંનકીન·ફેમરીન
ને·પુછીઆથી·માલુમ·પરશે *

તા· ૧૪ મી·એપ્રીએ ૧૮૧૪

Baxter, Ferrar & Co.

WILL SELL
BY PUBLIC AUCTION,
On MONDAY next,

SUNDRY Articles of Household Furniture, Some Hats, Half Stockings, Europe Shoes, &c. &c &c.

At 12 o'clock will be sold a Bengal Built Charriot in good Repair, several Saddle Horses, One Pipe of Excellent Madeira Wine &c. &c.

Bombay, 14th May 1814.

Baxter, Ferrar & Co.

HAVE for Private Sale, a small Quantity of Day and Martin's Patent Liquid Blacking

Bombay. 14th May 1814.

To the EDITOR of the BOMBAY COURIER.
&c. &c. &c

SIR,

As I suppose many, indeed, most of your Readers are military men, I am induced thro' the medum of your paper, to point out a common error in (I believe) all Native Battalions. I have observed it in the three I have been attached to and tho' I have long conceived it to exist, yet till lately I have not had an opportunity of proving it, which has now been done entirely to my own satisfaction and will I trust be found worthy of trial.

The space allowed to be occupied by a Soldier is 22 inches, at which rate in the wheeling of 8 men the outer one makes exactly 8 Steps to complete the quarter circle: 4 Steps for the 8th of a circle, 2 for the 10th: and consequently when Companies are required to take an oblique direction, the Havildar Orderly of each Company takes the number of paces to be wheeled up (or back) from the 8th File, but all this is wrong with regard to Native Troops, It is the European Soldier who occupies 22 inches, the Natives, allowed by, much slighter, and smaller men, scarcely occupy a space of 18 inches each; therefore the space occupied by 10 Natives would not be more than sufficient for 8 Europeans which proves that in wheeling up (or back) 2, 3, 4, or 6, Paces to the Right or left, that the Havildar should take them from the 10th File instead of the 8th. With Natives if the number of paces required are taken from the 8th File but little more than 6 (instead of 8) ordinary Steps of 30 inches each will complete the quarter circle; The Havildars, generally are aware of this latter observation and consequently Step short or what is still worse, at the last pace they merely make the motion of a Step without taking any distance which must be allowed to be detrimental to the true formation, as some would undoubtedly decrease their Steps much more than others this I have found by actual experience and strongly recommend the adoption, or trial at least of the above plan by all those who take a pride

in the corrections of the corps under their Command.

In giving this a place in your next paper you will oblige a constant reader and.

Sir,

Your most Obdt. Servant
FIDOOG.

Aranout Station,
May 8th 1814.

THE COURIER
BOMBAY.

SATURDAY, MAY 14, 1814.

GENERAL ORDERS.

BOMBAY CASTLE, 5th MAY 1814.

By the Right Hon'ble the Governor in Council,

It appearing that Mrs. Anne Heath, the widow of the late Lieutenant Colonel R. T. Heath is not entitled to any provision, under the Regulations for Lord Clive's Bounty, the Right Hon'ble the Governor in Council is pleased to cancel the grant of pension to her, under date the 24th of January last.

Bombay Castle, 11th May 1814

The Right Hon'ble the Governor in Council is pleased to appoint Lieutenant Edward M. Wood of the 2d Battalion 7th Regiment Native Infantry to the situation of Bazar-Master at Malwan.

Bombay Castle, 12th May 1814.

The Right Hon'ble the Governor in Council is pleased to remove Lieutenant John F. Soilleux from the situation of Adjutant to the 1st Battalion 3d Regiment Native Infantry, and to appoint Lieutenant William Spiller of the same corps to succeed him from the 1st Instant.

By Order of the Right Hon'ble the Governor in Council,
J. FARISH,
Sec. to Govt

It was with unfeigned satisfaction that we had it in our power to present to our Readers in the Extraordinary Courier of yesterday a precis of the rapid and successful operations of the Allied Armies up to the 12th of January last, It is impossible to contemplate the immense advantages which have been obtained, without sensations of astonishment and pleasure greater we may venture to affirm, than any which the history of modern Politics has produced. Within the short period of two years, the gigantic power of France, extending with unlimited sway over the vast regions of Europe has been so completely humbled as to be unable to stop the career of invading Conquerors, and to protect even the center of its dominions from the successful attacks of the assertors of European independence. Napoleon the great, the Mighty Emperor of the West is compelled within the same short period of time, to appeal to the provinces of Brittany and Normandy for succour and support to deliver the territories immediately surrounding the Metropolis of France from the unresisted armies of the Allies.

We will presume to say that the history of the world has not produced, so sudden, so extraordinary and glorious a change in affairs as it has been our happiness to record within the last few months; and in offering our humble but sincere congratulations in these mighty events, we have only earnestly to hope that the consequences may lead to a sure and permanent peace which may restore the amity and tranquility of Europe, and fix on an immutable basis the balance of powers amongst its nations, so necessary to the welfare and prosperity of mankind.

Since we published the translations of the official accounts from Constantinople, we have been kindly favoured with the loan of a series of English Newspapers, extending to the 9th of November, we have hastily perused them and will endeavour to give a few heads of such domestic intelligence as we have collected, but we trust our Readers will excuse our publishing any Extracts from these papers in our present number, as great part of the press had been already set when the Mornington arrived, and the necessary exertion of publishing an Extra yesterday, has occupied a large portion of the time of our Compositors: we shall however, if the Bombay and China Ships do not arrive in the meantime, make a selection from these papers for publication in the beginning of next week.

We understand that Letters from London, dated the 15th of December, state, that the Bombay and China Ships were to be dispatched positively on the 16th; we are therefore rather surprised that they have not yet arrived, but a rumour has obtained circulation here (we know not on what authority) that they were to touch at the Cape of Good Hope. This may account for the delay which has taken place in their arrivals. In the Times Newspaper of the 27th of October, we perceive a paragraph that, "Lieutenant General "ral Hislop and suite goes out to Bombay, "in one of the Company's Ships which will "be dispatched early in December next."

On the 9th of November, the thanks of both Houses of Parliament, were voted to Lord Wellington, for his distinguished skill and valour, subsequent to the battle of Vittoria, and for the consummate ability, active exertions and admirable judgement displayed by him in the defeat of the French Armies at the battle of the Pyrenuees, and in the reduction of St. Sebastian.

Thanks were also voted to Generals Graham and Hill and the other Officers.

On the same day, on a debate relative to a motion of Lord Morpeth respecting the Speech of the Speaker to the Prince Regent which has been considered unparliamentary, the Speaker observed that, he entertained no doubt when the question came before the House he should be able to induce the firmest conviction that he had in no degree transgressed the high duties of his office.

The latest Accounts from Malta, Gibralter and Cadiz mention the continuance of the contagious disorder at those places. at Cadiz the fever has raged with great violence.

The Ann Extra ship, Thomas Grenville Lord Castlereagh, Indus and Carrington arrived off the Isle of Wight on the 6th of November all well.

In consequence of the favorable state of Affairs on the continent, the demand for all kinds of British goods has encreased.

The Official Accounts of the great Battles of Liepsic were received in London on the 4th of November, and the whole Town was splendidly illuminated both on that and the following day.

On the 4th of November, the Houses of Lords and Commons voted an Address to the Prince Regent on his Speech at the Meeting of Parliament. It was moved by Earl Digby and seconded by the Earl of Clare in the House of Lords, and by Lord Compton (a Nephew we believe, of Mr. Perceval's) and by Mr. C. Grant Junior in the House of Commons, we shall at a future opportunity publish this interesting debate.

The Militia are to be asked to go to Spain, and the Yeomanry Cavalry throughout the Country are to be encreased.

The London Gazette of the 2d of November contains an accouut of the Capture of the Trave French Frigate of 44 guns and 321 men by the Andromache Captain Tobin.

Admiral Domett has left his seat at the Admiralty in consequence of being appointed Port Admiral at Plymouth. Admiral Hope succeeds him at the Admiralty.

The Chief Baron of the Exchequer Sir A. Macdonald will immediately retire from the Bench, he is to be succeeded by Mr. Justice Gibbs. It is said, Mr. Justice Chambre will also retire in March, and Mr. Parke will probably be his successor.

At a Court of Directors held at the India House on the 29th of October, the Castle Huntly was permitted to touch at Madras in her way to Penang.

Letters from Paris represent the distress of the Merchants there as extreme, and the Bank of Paris paid no Cash.

Our Commanders on the American station in consequence of the attempts to destroy the Ships of War by Torpedoes, have determined constantly to keep a number of American prisoners on board each Ship, and have notified the same to the American Government. This it is conceived will have the effect of detering the Americans from prosecuting their diabolical attempts.

The first Stone of the New Custom House was to be laid on the 25th of October, all the Cabinet Ministers were to be present, and Lord Liverpool was to lay the first Stone.

The Prince Regent has been pleased to grant the Regius Professorship of Divinity at Oxford to Dr. William Van Mildert.

We understand that Franckfort Journals up to the 5th of January have been received by the Mornington, should we be so fortunate as to procure the loan of them, we shall make such translations and extracts as may be most interesting. We hear generally however, that they do not contain much news worth translating.

EUROPE.

MARRIAGES.] John Larkins Kensington Esq. to Miss C. G. Jones.

G. W. Anderson Esq. of the Bombay Civil Service, to Caroline, Daughter of J. P. Kensington Esq.

R. R. Pernan Esq. of the Madras Army to Miss H. Read Eldest Daughter of Colonel A. Read of that Establishment.

Joseph Love Esq. to Penelope, Second Daughter of John Jackson Esq. of Walthamlow.

DEATHS.] Captain R. Rogue, of the Royal Horse Artillery.

General H. Losack.

Captain G. Gibbons, 2 95th Foot.

Lieutenant Colonel A. Campbell, Major in the 74th Regiment, of a wound received at the battle of the Pyrenuees.

Lieutenant General Sir H. Burrard, after a few minutes illness—Lieut. Col. of the 1st Foot Guards.

Captain Thomas Jones, late Commander of the H. E. I. C. S. Walthamstow.

The Right Honorable Lord Muncaster.

The following additional heads of Intelligence we copy from the Bombay Gazette.

Geneva was taken possession of by General Bubna's corps of 12,000 Austrians, the French garrison of about 1200 strong, having withdrawn themselves upon Chambery. The Austrians were received as deliverers by the Inhabitants and a provision I. Government immediately established and proclaimed. Bubna has secured the road over Mount Jena into France, and the passes through the Alps by Simplon, St. Bernard and St. Gothard into Piedmont. The insurrection of Savoy had in consequence commenced. Bubna's main body was advancing upon Lyons and no enemy to oppose to his progress.

The Head quarters of the grand army were in advance of Altkirte on the road to Befort; which had been invested some days, as was Besançon about to be. On the 9th December, detachments of cavalry had reached Vesoul.

To the right of the centre of the grand army General Wrede was occupying Colmar; 10 000 of the French retired before him upon Strasburg. A little above, and below the latter place Wittgenstein's corps crossed the Rhine.

Winzengerode's corps 15,000 strong has reached the frontiers of Holland, whose restoration to independency has been completed

General Bulow has 30,000 men at his disposal; all excellent troops, which joined by Sir Thomas Graham's forces about 9000 men will advance into Brabant; whilst the Prince of Orange is organising an army of 20,000 men and a militia of 30,000 more.

Of Lord Wellington accounts had been received up to the 14th of December; on that day he was victorious under the very entrenchments of Bayonne, which no doubt immediately surrendered.

By subsequent accounts Blucher's troops appear to have got possession of Cologne, and he was in full march upon Mentz, after having dispersed a French corps taken 1300 men, 50 officers, mostly cavalry and 15 guns. Wittgenstein had possession of the forts of Vauban and Louis in the vicinity of Strasburg. The mortality of the garrison at Mayence is as bad as the Plague—Cossacks had actually reached Nancy and Brussels. The Emperor of Russia had moved to Basle on the 8th of January; the grand army, a choice body of men is 200,000 strong—Blucher & Wittgensteins corps are 60,000. The Crown Prince is inactive; but the Allies can dispense with his services—we trust he may remain neutral. Murat was coming up the Po with his Neopolitans—his language and conduct are ambiguous; but it is supposed he would join the Vice-Roy in Italy.

DUSSELDORF, 30th DEC.

Except Bayonne, Fort St. Esprit and Perpigan there is no other military position in the South of France. If Lord Wellington succeeds against Soult no part of the country as far as the Garonne, & the canal of Languedoc affords any point of resistance.

LONDON, 30th NOVEMBER.

H. R. H. The Prince Regent has promoted the Dukes of Cumberland and Cambridge to the rank of Field Marshal.

It is reported that Mr. Elliot son of Lord Elliot is to be Governor of Madras, and General Hall Commander in Chief there.

The Duke of Cambridge and the Prince of Brunswick Oels arrived at Cuxhaven on the 15th December in their way to Hanover, of which territory the former is appointed Civil and Military Governor.

To the EDITOR of the BOMBAY COURIER.

SIR,

In the absence of Europe news, you may probably be disposed to insert in your valuable Paper two enclosed Letters, which have appeared in the Calcutta Prints, and relate to an important subject, in which the People of this place cannot fail to feel an interest.

A good deal has of late been said on the relative advantages of Bombay and Calcutta in regard to the construction of Ships, and I think it has been done with so much good temper, that I am at a loss to find any thing which should have roused the severity of the Cynic Philosopher, either in his remarks on *Mercator*, or on "*the barbarious foes of Science to the Westward*, meaning the good People of Bombay.

Without entering into the discussion, as to the causes of the extreme durability of the Royal William, which probably may be attributed to her having been more than once nearly rebuilt, a practice very frequent in His Majesty's Dock Yards, or into the question of the superior efficacy of bending Plank by steam or fire, which I leave to abler hands, I must confess, that, during my residence in India, I have witnessed several circumstances, which have decidedly proved the superior advantages of Bombay as a place for Ship building, compared with any other place in India. That, by progressive improvement, the Sons of Science at Calcutta may possibly hereafter obtain a superiority over their barbarious foes at Bombay is not however to be denied.

It is a notorious circumstance that four Vessels have lately been constructed at Bombay expressly for the Pilot Service at Calcutta. What reason will Diogenes assign why these Vessels could not have been equally well built at Bengal?

When I was last at Calcutta I was curious enough to enquire into this circumstance, and found that it arose from the decided superiority of the Pilot Vessels built at Bombay over those built in Bengal.

The Hastings and Sea Horse *built at Bombay* in 1787, the Tweed in 1788, the Houghly in 1794, and Philip Dundas in 1797 were found to be strong Vessels in good condition and likely to last many years longer.

The Haldane and Jessy *built at Fort William* in 1797 were generally in good condition; but the Change and Guide built in 1799, the John Bebb in 1800, and the Udny in 1802 were reported *unserviceable and condemned* and the Cudbert. Thornhill built in 1804, was reported to be a weak Vessel and likely soon to follow the same fate.

These facts speak too strongly to require any further remarks, and the probable result is that the Vessels built at Bombay for the Bengal Pilot Service in 1787 a service as severe as any in which Ships are likely to be constantly employed in any part of the world, have and will last out several generations of Vessels built at Calcutta.

I confess myself one of the Partizans of the Parsees alluded to by Diogenes, and the Partizan of any race or sect of People, whose industry and ingenuity may prove beneficial to the state, whether at Bombay, Calcutta or elsewhere: but I never shall advocate the cause of the Parsees to the exclusion of other respectable classes of the Native Community, who have equal, if not greater, claims to the protection and good opinion of a British public.

The Parsees have certainly too long exclusively enjoyed the reputation arising from the works of our Dock Yard. These works have been chiefly directed, and certainly with great credit, by the Parsees, but as the staff situations, I may so call them, of Master and Under Builders in the Dock Yard, have become almost hereditary in the same family, the talents of the Hindoo Architect have been excluded from those prominent Posts of Honour though so capable of filling them. The heavy part of the work is chiefly performed by the Parsees to which they are more adapted from their strong athletick form, but the scientific parts are principally done by the Hindoos the Joiners work is performed by the Portuguese.

In concluding these few observations, I must request you to recommend Diogenes to remain quietly in his Tub, and if he should think of going to sea in it, he had better have it constructed of Malabar Teak by a Parsee Cooper of Bombay than of Pegue Timber or Bengal Sissoo by a Bengalee Carpenter.

VERAX.

BOMBAY, 12th MAY 1814.

To the EDITOR of the MIRROR.

MR. EDITOR,

In a late publication it is remarked how much more durable the ships constructed 70 or 80 years ago were, than those built in the present day, and the numerous causes which have operated to hasten their decay, appear unknown, and hitherto disregarded; but as measures have been adopted to determine the cause which rendered the *Royal William* so lasting, I shall endeavour to explain the reason, although I never saw the ship alluded to; and as any suggestion which may tend to preserve that great national bulwark, the British Navy, from decay, must ever be considered important and interesting, I beg to offer the following observations through the medium of your valuable Paper.

It would be absurd to imagine, that the British forests do not produce oak of as good a quality at present as formerly, although it is very probable that much timber which had not arrived at proper growth and maturity, has been felled of late for naval purposes, and the timber so employed would, no doubt, be found less durable. But the generally rapid decay of ships constructed at present, cannot be solely attributable to such a cause, although it may have contributed to it on many occasions.

The shipping built formerly had, in general, much larger scantling than that built at present, and their planking, as well as every other part, was considerably stouter.

The practice of leaving them on the stocks, as it is termed, to season for years, was not then adopted, a practice which has contributed, in no small degree, to ruin many of his Majesty's ships, and renders them in want of continual repairs, from the successive decay of their different parts.

If the wood require seasoning, let it be done by the operation of fire, which, instead of hastening its decay, will tend to preserve it under any exposure, but more particularly against the operation of water.

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Government of Maharashtra
on 08 April, 2017

Another great cause for the rapid decay of modern built ships, is the pernicious practice of bending the planks by the previous operation of steam; in consequence of which, the plank is literally boiled, and deprived of that gummy resinous substance essential to its preservation, and nothing but the fibre is left. Its operation to excite decay is more or less on woods possessing acids than oil, and is consequently more injurious to oak timber than teak, as the acid of the oak produces an excessive degree of fermentation, which operates most powerfully to promote rottenness and decay.

The teak timber possessing a large portion of oil, is more capable of resisting the action of steam, and a much slighter degree of fermentation is excited; but it notwithstanding, must operate injuriously even on the teak, and in some measure accounts for the superior durability of the ships constructed at Bombay and Surat, over those built at Bengal, as at the former place the planks are all bent by the action of fire, and being thus well charred, are much better adapted for situations under water, than they could possibly be without it; whilst the invariable practice of bending planks for shipping at Calcutta, is by the action of steam. One process tends to preserve the timber, and the other to promote its decay; we ought not to be surprised at the different consequences resulting from such a practice.

Another circumstance which facilitated the decay of Bengal built ships was, the introduction of various kinds of timber, but more particularly the sissoo, of which the frames were principally composed; but the rapid decay of that wood having induced the builders to reject it in ships constructed at present, the shipping built at this port may be expected to prove equally durable with that constructed at Bombay, if the process of bending the plank by fire be adopted.

The Malabar teak timber is very justly considered superior in quality to the timber brought from Rangoon and Java, in consequence of its being all hill timber, whereas the timber brought from Java and Rangoon is from a low, flat country; but if the timber merchants at Rangoon were encouraged to supply hill timber, which might be obtained in any quantity, I imagine it would be found little inferior to the teak from the forests of Malabar. Rajamundry hill teak, from the East side of the Ghauts, in the territories of the Nizam, may also be procured in any quantity, and as the river Godavery affords a ready and expeditious mode of conveying it to Coringa; it may be brought to Calcutta, at as little expence, as the timber of Malabar incurs in its passage to Bombay. It was formerly usual in the construction of Shipping at Bombay, to fill up the dead wood abaft with masonry, a practice which had frequently preserved ships from foundering, and which cannot be too strongly recommended by.

Your Obedient Servant,

MERCATOR.

CALCUTTA, March 29, 1814.

To the Editor of the CALCUTTA TIMES.

SIR,

There are few subjects more deserving of consideration, than that treated of in a letter, signed Mercator, and published last week by one of your contemporaries. The meagreness of his facts however bears no proportion to the redundancy of his words; and, of the little information given us, I am afraid the greater part will scarcely bear examination.

It is doubtless very desireable to ascertain causes of the extreme durability of the Royal William, but in a scrutiny of this nature, what more can be determined, but that much of her timber was found sound and good? It would be in vain to examine into the circumstances of the growth, cutting down and seasoning of the trees, from which the timber was procured; those, who could have afforded this information, have long slept with their fathers, and I suppose there are no records from whence this knowledge could be gathered.

The British forests now produce timber of as good a quality, as in former times, but our country gentlemen now-a-days, are more willing to reap the benefit of an early sale of their trees, than to leave to their heirs the credit of sending them to our dock yards, with their fibres hardened and matured by the fostering influence of another half century. I am convinced that the chief and perhaps the only reason of the premature decay of ships built in the present day, is owing to their being constructed of timber, cut down before it has arrived at maturity.

The tables of scantling to be found in books, printed nearly a hundred years age, differ little from those of a modern date, and I do not think there is any deficiency of size in the dimensions of the timbers of our present ships of war, built in the King's yards.

The practice of leaving a ship on the stocks after she is framed, to season for years, is at present too little followed. When oak timber is newly dressed, the white and unsound part is not readily distinguished from the red and durable; but, from exposure to the atmosphere for some time, the defects are easily discovered, and consequently any bad timbers may be shifted. Hasty seasoning by fire is of very little service; the heat drives the sap to the center and causes early rottenness.

The effects produced on planks, when bent by steam or by fire, are exactly the same. When fire is used directly upon the plank, the opposite side is wetted, and the water being instantly heated, is converted into steam, which acts upon the wood by relaxing its fibres, and thereby facilitating its bending. The action of steam on wood does not cause rapid decay, but great durability. Rottenness in wood is caused by the de-composition of its juices; but if these are extracted by digestion in water or spirits of wine, the pure ligneous matter is left behind, which is not altered by exposure to the atmosphere. I however admit, that, by using fire when bending planks, the advantage of a charred surface is gained, which certainly is a very excellent preservative of timber from decay, although at the expence of its strength. As in all works of art, facility of execution is a great desideratum, I should therefore, upon the whole, prefer giving planks the required curvature, by the operation of steaming.

It does not appear to be satisfactorily established that the Malabar Teak possesses any superiority over that of Java and Rangoon. There is no doubt always a difference between the quality of timber of the growth of hills and that of a low Country; but I apprehend the difference is only that the mountains produce crooked timber, the vallies straight. Crooked timber will generally be found harder and heavier, and consequently more durable than straight timbers, but both are alike necessary for the different purposes to which they are applied.

The Teak timber from Cochin might be imported to Calcutta, at nearly as cheap a rate, as it is exported from thence to Bombay. If cargoes were provided and ready for shipment, the ships returning to Calcutta from Bombay could easily pick it up without any great loss of time; and as there is seldom much return cargo from Bombay, the cargoes for freight might always be moderate.

There is no body of men in India deserving of greater applause, than the Ship-builders of Calcutta. From their science and industry, aided by no better instruments than Bengalee carpenters, we see the most elegant & well constructed Vessels sent forth. I shall not, in imitation of some gentlemen, not many degrees to the Westward, seek to establish their fame by pulling others down; but surely, I may be allowed to hope for the triumph of science, "*Ov'r her barbarous foes.*"

If ever it should be found expedient, by importing all kinds of Teak, to build ships wholly of that species of timber, we may then perhaps cease to be stunned with the clamours of *the partizans of Perseus.*

DIOGENES.

Tuesday, April 5, 1814.

To the EDITOR of the MIRROR.

MR. EDITOR,

As Mercator does not appear to deem it necessary to reply to Diogenes, I beg to offer a few remarks on the letters lately published in the Mirror and Times, under the signatures of these gentlemen, for, to use the words of the latter, the importance of the subject merits attention; and the harsh and unqualified censure of Diogenes shall not deter me from the investigation of a subject on which the cynic appears unaccountably tender—so much so, that but for some unfortunate observations which pronounce Diogenes not a scientific builder, I should really have imagined the ancient cynic had deserted his tub, and commenced ship building.

An attentive perusal of Mercator's letter, induces me to believe it was particularly addressed to those conversant in naval architecture, and while it acknowledged the undeniable durability of the Bombay built ships, it offered the best and only apology which could be adduced for the rapid decay of shipping built formerly at this port.

The warmth and zeal of Diogenes in a premature defence of Bengal built shipping, have deprived him of the only arguments which could be adduced on his side of the question, and which I conclude he has declined in consequence of their having been mentioned by Mercator. Whether his defence of the shipping built at this port, be as judicious, and able, as it was no doubt, well intended, the public will determine; but the scientific builders of whom he so vauntingly boasts, will I fear, feel less obliged by his ingenious and pithy remarks, than the barbarous Parsees on the western side of India.

Finding Diogenes comment on the meagreness of Mercator's style, and the few facts adduced in comparison with the redundancy of his words, I had expected the most complete and satisfactory information on the subject from the austere philosopher; but after carefully perusing his philippic on poor Mercator, I could neither discover facts adduced, nor arguments confuted, but a round assertion that steaming the plank is far preferable to charring. If this be the case, how does it happen that with timber, (By Diogenes's own account,) equally good as Malabar teak, combined with the aid & art of scientific builders, the ships built by those rude, uninformed and barbarous Parsees, last so much longer than those constructed under the most favourable circumstances. Mercator has answered the question, but I trust the able philosopher has some more cogent reasons than those adduced by Mercator, and will hardly condescend to become a convert to any of his opinions. Considering that Diogenes doubts the expediency of constructing ships here entirely of teak, it is rather surprising to find him attribute the rapid decay of Bengal built ships *to the use of sissoo.*!!!

Mercator, I imagine, can with me, justly appreciate and admire the scientific ability of the builders at this port, whose works will long remain proud proofs of their talents and exertions. While the *Fanshittart*, *General Kyd*, and *Castle Huntly*, indeed remain in existence, the scientific builders will have little occasion either for the admiration of Mercator, or the approval of Diogenes, who may if he choose, find sufficient occupation in defending the numerous modern tubs which take their departure from this river, many of which have neither science, beauty, nor *barbarous* durability to boast, but which may, undoubtedly, in the opinion of Diogenes, far excel the *Argo*, on which the philosopher embarked when he took his passage for the Island of Ægina.

If it be necessary to adduce existing proofs of the superior durability of the Bombay built vessels, let Diogenes direct his enquiries to the age of vessels built at that place, now riding in this river, and he may soon satisfy himself on that subject.

The fluency of Diogenes's style is but a poor compensation for the total want of information on a subject of such importance, and however consistently he may have preserved the asperity of the cynic, he has neglected to afford us that intelligence and assistance we ought certainly to expect from a philosopher.

Diogenes, instead of endeavouring to blind us with the smoke of his chemical enquiries, would do well to come at once to the proof. In the mean time, I beg to recommend to his perusal the accompanying extracts from Mr. Money's Pamphlet on Ship Building at Bombay, which may probably have hitherto escaped his notice, and it will only remain for him then to adduce the instances of either ships or tubs constructed at this port, possessing equal durability and excellence, and he will then succeed in making a convert of.

NAUTICUS.

Calcutta, April 11, 1814.

EXTRACT FROM MR. MONEY'S PAMPHLET.

After the completion of the Minden, 74, the Author considered it his duty, on surrendering his charge to the Naval Commissioner, to request his professional opinion of the first ship of the line ever built for the Navy out of England; and Mr. Dundas favoured him with the following answer:—

In replying to your letter of yesterday's date, wherein you request I would state my opinion of the construction and finishing of His Majesty's ship Minden, I beg to say, that on my arrival here in May 1800, I visited the Minden with an earnestness and carefulness of enquiry that I considered due to the undertaking; at the period of forwardness I first viewed the ship, her principal timbers were all open to inspection, with such timbers I could not but be highly delighted, as certainly very many of them I have not seen equalled in the building of any ship in England. The mode of securing the beams by dove-tailing them into strong clamping planks, (a method not used in the King's Yard,) gave me much satisfaction, as much strength is thereby given to the ship. As the work was carried on towards completion, I continued daily watching the progress, and must declare, was at all times pleased with the solidity of the work, as well as with the manner of its being put out of hand; and I can have no difficulty in giving it as my opinion, that she will be found to be as well put together, and as highly finished, as any ship built for the British Navy.

The present Turkish flag ship at Bussorah, was built by Nadir Shah, before his march to Delhi, and therefore at the latest period in 1738. About eight years ago, this ship was in Dock at Bombay for repairs, and her timbers ascertained to be perfectly sound.

The ship Hercules, of 485 tons, was built here in 1763, and constantly employed in the trade of this Port, till 1805, when she was captured off the Cape, in her voyage to Europe. When she sailed from Bombay, she was in a perfectly sound condition, with every appearance of ability to double the course of time she has already so actively run.

The ship Milford, of 870 tons, and belonging to this Port, was built in 1788, and after constant employment in the trade to China, and occasionally to Europe, for twenty-four years, received her first thorough examination in 1810, when it was not found necessary to shift a single timber; and the whole expence of her repairs, including a new set of main plates, amounted only to 1000*l*.

A true Extract.

NAUTICUS.

Calcutta Intelligence.

WEDNESDAY, APRIL 20, 1814.

Letters from Banda of the 8th instant, mention that Col. Adams with a detachment of the 5th Native Cavalry, and a company of pioneers, was to be stationed at Chundeeah till the commencement of the rains; the other corps that have been under his Command, were on their way to Banda, and were to be apprized of their future destination on reaching that place.

Our advices from Jessore, as well as from most of the other Indigo manufacturing districts in the lower provinces, announce that the rainy weather which has prevailed during the last week, has extended over the greater part of Bengal. Lands which had been sown in the early part of the season, have been ploughed up and sown afresh, under the most favorable circumstances.

SESSIONS OF THE PEACE.

The Honorable Archibald Seton presided as Chairman at the Quarterly Sessions of the Peace held at the Court House on the morning of Monday last, attended by John Elliot, W. C. Blacquiere, C. F. Martyn, and R. C. Fergusson, Esqrs. as Magistrates of the City, and James Taylor, Esq. Deputy Sheriff, when the following Gentlemen were sworn as Grand Jurors:—

JAMES COLVIN, Esq. *Foreman*	
Charles Blaney,	John Abbott,
J. N. Sealy,	Henry Wood,
H. Chippendale,	James Scott,
Walter Nesbit,	John Hunter,
Mathew Louis,	George Taylor,
P. Lumsdaine,	Robert Home,
M. Lumsden,	James Mackillop,
Ma. Smith,	D. Clarke,
J. W. Fulton,	John Dowling,
E. Mackintosh,	AND
John Yates,	John Bullarton, Esqrs:

whom the Honorable Chairman addressed in his usual impressive and spirited manner, nearly as follows:—

"Gentlemen of the Grand Jury.

"Accustomed as the Public has long been while listening to the language of this Bench, to receive at once instruction and delight,—to hear the dictates of the soundest wisdom, supported by profound legal knowledge, brought home to the conviction by the force of powerful reasoning, and adorned with those graces, by which eloquence is enable to lend to reasoning a charm that can scarcely be said to belong to it, a beauty but half its own,—it were in me presumptuous indeed, unskilled as I am in law, and with respect to public speaking, a stranger to the very sound of my own voice,—in me, I say, it were presumptuous, in the extreme to venture upon the present occasion to become the organ of the Bench, further than just to observe, that a principal object of your being called together, is to revise the rates of the House Tax, and to correct inequalities in the Assessment, thereby granting a reasonable relief to numbers of the poorer inhabitants; an object, Gentlemen, which from its humane and benevolent tendency, must be interesting to all of you.

"By my declining to enter into the further details which the communication now about to be made to you, involves, you, Gentlemen, will be gainers, since the task will devolve upon abler hands, upon a Gentleman, whose talents are already well known to you,—whose early studies, legal knowledge, and professional habits more than qualify him for the discharge of the duty. Mr. Martyn, Gentlemen, will have the goodness to do that for me, which, but for the reasons already stated, I should have been most happy to do for myself. He will lay before you, the points which the local public interests connected with the present occasion, render it necessary to submit to your consideration. To Mr. Martyn, therefore, I beg leave to refer you."

Mr. Martyn followed, and in an eloquent manner explained the Statute under which the Session was held, and the legal points necessary for their guidance. The Grand Jury then retired, and a short time afterwards returned with a report, that no business was before them; upon which the Session was transferred to the Police Office, and all concerned directed to attend to-morrow morning at 9 o'clock.

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Government of Maharashtra
on 08 April, 2017

…e were mistaken in … the st… …st respecting the cause of … the Barrosa. Her draught of … …uch as to prevent her failing from Sa… …ring the Neap tides, were the wind favourable: but it is difficult for ships to work out against the strong Southerly winds which blow at present, without the assistance of a powerful current. We understand however that the river vessels have not yet been able to carry down the whole of her lading, and that this is the real cause of the detention of the Barrosa. The Kent drops down to-morrow and will proceed direct to sea,

The Flinders, Capt. Leigh, arrived at Mauritius on the 23d of January, after a pleasant passage of 36 days from the Sand Heads.

A considerable degree of interest has been excited amongst the merchants and shipping owners of this Port, during the past week, by a report of the favorable sale of two country built ships to a Company of Merchants in Glasgow. It was stated, and generally believed, that the purchase had been made, for the purpose of carrying home cotton from this country, for the use of the Scotch manufactories, and it was even alleged that the price, for which these vessels had been sold, was known. It was said that the Java had been disposed of for £48,000 and the Balcarras for £30,000. After the most minute inquiry, we can trace this report to no other foundation but that of a letter from Bombay, which mentioned, that there was reason to expect, that the above mentioned ships would be bought by merchants engaged in the cotton trade.

APRIL 23, 1814.

In the drawing of the second class of the Madras Lottery on the 6th instant, Nos. 3185 and 2748, were drawn prizes of ten thousand and five thousand Star Pagodas. The latter ticket belongs to six gentlemen of this neighbourhood, who are co-partners in a club of fourteen tickets.

The frequent recurrence of storms during the last week has considerably abated the heat of the weather, and we are happy to learn, has entirely dissipated the anxiety for the indigo crops in Bengal, which now promise to equal in abundance the harvests of former favourable seasons. In the storm yesterday evening hail stones were observed of a large size, some exceeding three inches in circumference.

The next number of the Asiatic Mirror, we expect to see filled with fireworks. A Request was circulated to all the Editors during the present week a kind of Demi Official Bulletin, intimating the wishes of the gentlemen who conducted the Wellington Fete at Cawnpoor (postponed from the 6th to the 11th instant) that no one should presume to give any account of that entertainment but to copy such as shall by authority appear in the columns of the Mirror.

Next to the anxiety which those who decorate and conduct public entertainments ever feel for the success of their labours by experience we know, is, their anxiety to see a flattering record of their laudable exertions for the amusement and gratification of the society. There is nothing extraordinary in this feeling, but we must be permitted to laugh at any full some narrative which may appear next week detailing the exertions and achievements of the conductors of the Feast, and of which we shall presume they have been their own Historiographers.

CALCUTTA.

MARRIAGES.]—On Monday last, the 18th instant, at St. John's Church by the Reverend Dr. Ward, Mr. James Jeremiah Denham, to Miss Catherine Falconer, Grand Daughter of Sir Hugh Inglis, Baronet.

On the same day, Mr. Michael De Rozario, Jun. to Miss Charlotte Chopin.

DEATHS.]—At Java, on the 12th February last, at the General Hospital Weltevreeden, Edmund Johnson, Esq. Assistant Surgeon, H. M. 24th Regt. and Surgeon of the General Hospital at Batavia, of a Liver complaint under which he lingered for nearly two months.—The loss of Mr. Johnson is sincerely deplored both by his numerous friends on the Island of Java, and by the officers of the Corps, to which he has many years belonged. In him the public have lost a valuable servant whose professional skill and unwearied devotion to his duties had earned him the first rate reputation. In the circle of his private friends he will for ever be remembered as an amiable and well informed companion. Doctor Johnson volunteered his services on the Expedition to Java, and was among the foremost of the Heroes who reaped a rich harvest of laurels on the plain of Weltevreeden, and at the storm of the renowned Cornelis. On the glorious 26th of August, his servant close behind him carrying his medical instruments was shot thro' the head. At the termination of the campaign Mr. Johnson's conspicuous services procured him the situation of Surgeon to the General Hospital, the duties of which he continued, to discharge with great satisfaction to the Java Government, until the fatal disorder came upon him which terminated his honorable career.

Lately at the same Island, Lieut. Arch. E. Charters, of the 26th Regt. of Native Infantry on this Establishment, attached to the 5th Volunteer Battalion.

Also, Captain A. R. Makepeace, of the Country Service.

Madras Intelligence.

APRIL 28, 1814.

The following Advertisement has appeared at Madras

Notice is hereby given, that the Killing of Dogs will commence from Monday next the 25th instant, and that a reward of two Fanams will be given for every one which shall be brought to the Serjeant Major of the Garrison.

Gentlemen who have Dogs they wish to preserve, are requested to keep them tied up during the continuance of this order, as no exception will be made to any that are found loose.

MADRAS, April 23, 1814. } J. S. FRASER *Town Major.*

On Tuesday last, H. M. Ship Vestage anchored in the Roads from Point de Galle.

Yesterday H. M. Ship Owen Glendower. Captain Hodgson, anchored in the Roads.

On Wednesday last, Messrs. Seth Sam and Jacob Nazar Shamier, waited on Mr. Compton for the purpose of presenting to him an Address, from the principal Armenian Inhabitants of Madras, which they prefaced by the following introduction.

"We feel great pleasure in being deputed to present you this simple but sincere Address. Intimate as we have the pride of being with you, we stand in no need of expatiating on the pleasure of our present task; and we rest confident, that you will do justice as well to our feelings as to the genuine and unfeigned sentiments of your subscribing friends and admirers, by your kind and friendly acceptance of it.

"Though the Subscribers in this Address are comparatively few, but with regard to the extent and circumstance of our Community here, of which you are perfectly aware, it may be considered almost a general one, and allow us to add, that we consider it as the most sincere and voluntary one ever presented on similar occasions."

HERBERT COMPTON, Esq.

&c. &c. &c.

"SIR,

"Finding that the period of your departure for Bengal is drawing near, we should feel ourselves wanting in gratitude to you, were we not to express to you our sentiments on the occasion.—We, therefore beg you will believe that, while we are most anxious for your welfare and prosperity, we view the event with regret, as we shall be thereby deprived of a friend, whose accomplishments and engaging manners, as a Gentleman, we have witnessed for a number of years; and whose eminent professional abilities, so gratifying to us all, have bound us to him by esteem and admiration.—These being the spontaneous effusions of our hearts, we trust you will in justice to your merits, admit of them accordingly, and allow us to feel the satisfaction and pleasure we experience in the repetition of these acknowledgements.

"Having thus offered you this insignificant but sincere tribute of our sentiments, we beg leave to conclude with wishing you a safe and pleasant voyage, and with the truest desire for your happiness and prosperity.—We have the honor to be, with unalterable and unfeigned regard,

"SIR,

"Your most obedient Servants.

Nazar Jacob Shamier Seth Sam, Vardan Gaspar, A. De Babick, J. Arathoon, Gregory Sem. S. M. Moorat Stephen Johannes, Shamier Zorer, K. Arathoon, S. Arathoon, Stephen Lazar, D. Cheriman, A. J. Usunian, Jacob Johannes, S. M. Baboom, Thomas Paul, Johannes Narcis, Jacob N. Shamier, S. Sam, jun. and Joseph Nazar Shamier.

"MADRAS, 20TH APRIL 1814."

Mr. COMPTON made the following reply.

"GENTLEMEN,

"I have lately experienced so much kindness and attention from my Friends, that in offering you my thanks for this mark of your esteem, I know not how to avoid the use of terms, which I have already employed in expressing my gratitude.

"It is with pleasure, I avow my acquaintance with many of the respectable persons whose names are subscribed to the address, which you have done me the honor to present to me.—For several of them I have acted professionally, and I observe the signatures of others, against whose interests I have occasionally been employed. To receive such general and unqualified commendation from so many of your respectable community, is to me a subject of high gratification.

"I request, Gentlemen, that you will be pleased to convey to those friends whom you represent my most grateful thanks, for the sentiments and good wishes that they have been pleased to avow: and that you will accept my sincere acknowledgment of the kind expressions with which you have been pleased to introduce the Address."

"MADRAS, APRIL 20, 1814."

APRIL 30, 1814.

The Palamcottah Light Infantry, commanded by Major Little, arrived at the Presidency on Saturday last, and in the Evening, the Officers, had the honor of being entertained by His Excellency the Commander in Chief, at the Government Gardens.

Early on Monday morning this fine Corps embarked on board the Chichester, and other transports for the Northward, and sailed on the same evening.

Lieutenant Colonel Fletcher, is a Passenger on the Chichester, proceeding to take the command of the Troops in the Ganjam and Vizagapatam Districts.

We learn by letters from the Mauritius that Major General John Pitcairn, was about to proceed to Europe, having taken his passage on a ship which was expected to sail or has about the 19th ultimo.

FROM THE NAVAL CHRONICLE, FOR SEPTEMBER.

Ponta Delgada, St. Michael's, April 30, 1813.

MR. EDITOR,

I feel much pleasure in transmitting you the enclosed narrative of the providential escape of the crew of the American ship Almira, which I considered so interesting, on hearing from the master, Mr Griswold, that I requested him to allow me to publish it for the benefit of navigators in general, who may have the misfortune to be placed in the same perilous situation: the narrative is the plain unadorned language of a seaman, and as such entitled to every indulgence.

I shall only add, that within the last six years, these islands have been the means of salvation to the crews of several English, and other vessels, that have foundered, on their passage to and from the West Indies, and America: but I consider the present instance of preservation inferior to none, since the occurrence of Captain Inglefield's escape after the loss of the Centaur, at the close of the American war.

W. H. R.

Loss of the Ship Almira.

The American ship Almira, A. H. Griswold, master, sailed from Lisbon on the 22d of December last, with a cargo of salt bound to New York. The ship continued her voyage in safety, having experienced favourable winds and good weather, until after passing the Western Islands; but on her passage from thence to the Banks of Newfoundland she had to encounter continual gales, and a high sea, from the N. W. and S. W. which caused her to labour very much, and make considerable water. However, until the 22d January, we were very near able to keep her free with one of the pumps only; we still continued on our voyage, in confidence it would not encrease so much, but we should be able to make some port in the United States, and at all events we could keep her up to get her into Halifax. But on the 22d, at 9 P. M. it came on to blow very hard from the S. W.; it continued to encrease, and hauled round as far as N. N. W. when it blew a gale that every man on board was a stranger to. For a few moments she appeared to be buried in the spray of the sea, and completely water-logged, so that she was thought to be sinking. The close reefed main top-sail we had hove to under, was blown to atoms in an instant. We set a tarpaulin in the weather mizen rigging, and lay to much better. Having ascertained there was no more than two feet water in the pump well, we turned to with one heart determined to delay our exit from this world as long as possible. The weather had so much moderated on the 24th, that we made sail and stood to the southward, in hopes of finding better weather; both pumps constantly going; we now commenced lightening the ship, by throwing overboard the salt; but this we soon found not to be practicable, as the crew, after the most unceasing labour at the pumps, were too much exhausted to presevere; and indeed she made so much water, that it was necessary for all hands to be employed: we were therefore compelled to abandon it. We succeeded in keeping her up until the 27th; when, at three o'clock in the morning, the water got up to the salt. We sounded, and found four feet water in her hold. The loss of the ship was now inevitable. The crew, on receiving this information, and a request not to let her sink before day-light, with the greatest unanimity renewed their exertions at the pumps. As soon as we could see, we cut away the main-mast, thinking the leak might be under her main-chains, and hoped it would ease her. Got a sail under her bottom, and have the anchors off from her bows; but every experiment proved fruitless: she sunk down by the head, with six feet water in the pump well. We had now to think only of saving our lives in the long-boat. All hands left the pumps, and with the greatest expedition launched the boat, put in a small quantity of salt pork, two barrels of bread, and about thirty gallons of water, a sextant, a sail, six oars, a quantity of heavy duck to cover the boat, a small spar to support the covering twenty fathoms of rope to lay-to by a hammer and some nails, and seven or eight blankets to lie on. We judged by observation to be in lat 37° 30, long. 49°, and left the ship at 11 o'clock, 16 in number, it then blowing very hard. After we had got off safe, we found, much to our disappointment, we had neglected putting a mariner's compass into the boat; but to return to the ship was certain destruction; from all calculation, however, it did appear we should not need one long. It was now that we could not help reflecting upon our situation. Sixteen human beings in the middle of the Atlantic Ocean, in an open boat, not nineteen feet in length, and having to experience all the rigour of a winter season, without any rudder or compass. We could truly say that our salvation depended upon the will of the Almighty; but after weighing the chances of being preserved, we were convinced of the folly of being down-hearted, and began preparing the boat in the best manner possible. We secured our spar lenght ways along the boat, and over this spread the thick duck, battened it down to the gunwale of the boat. A slit in the canvas we left forward, for the purpose of getting up to manage the sails, which we could lace up as occasion required, to prevent the boat from filling. As we had no rudder, we had to depend on our oars to steer, with this we did by having one on each quarter, in addition to the sternmost oar; this made necessary three holes in the deck for the steersmen to stand in. Darkness coming on, and a very high sea, we were compelled to lay-to for the night; this we did by making the rope we had fast to our mast and sail, and veering it out about sixteen fathoms astern; then rounding her to, brought her head to the wind and sea; trimmed her as much as we dare by the stern; laced up the canvas that covered the fore peak; set a small sail aft, and one man with an oar to assist in keeping her head to the sea, and waited for the next day. During the night we experienced frequent heavy squalls; a great quantity of rain, and hail; a high sea, which repeatedly broke all over us. It was very cold; and I believe it would not been from great knowledge that it never froze in this part of the Atlantic, we should have perished. We were all wet; and it being dangerous to stir, for fear of putting the boat out of trim, we remained all bent up, lying over each other with the water constantly dripping down through the canvas. At times we were overwhelmed with the sea; when she rose out of it: we were prepared with our hands and feet to heave it off the canvas over our heads. Our crew were divided into steersmen and bailers; the latter were constantly employed during the night. Daylight at length appeared, and the gale of wind now blew the hardest; our cable parted, the boat dropped off into the trough of the sea, the first wave overwhelmed us. This disaster seemed to compleat our ruin; without a cable, without a mast, or any thing we could call a sail. However, we succeeded in getting her before the wind: a man stood in the bow, and with his spread jacket kept her before the sea; we erected a blanket on an oar, as soon as possible, and scudded before the wind. If this accident had happened during the night, we must infallibly have been lost: but being favoured with the daylight, we were deceived in finding what good weather we made of it; that so small a boat, when strictly watched by the helmsman, and with a cool determination to persevere until the last, far exceeded our expectation and belief; and notwithstanding the chance of our ever arriving to land appeared small, we entertained a hope, that after such an unaccountable escape, our good fortune might still continue. Out of the remains of the duck, that served for the deck, we manufactured a cable; this necessary business deprived us of using it for sails, and when compleated, it was extremely doubtful as to strength; but it was necessary that something must be used for this purpose, and we had nothing to be used as a cable besides. During the day we continued our course to the southward, in hopes of finding better weather, and if not meeting with any vessel, to continue on to the trade winds, and then bear away for the West India Islands. We commenced our allowance with a biscuit and rather more than a gill of water per day. The raw pork gave it a relish, and we endeavoured to pass the time as comfortably as possible. We continued our course southward until the 5th of February. The weather had been fine for a number of days, and an increasing moon to light us by night. But we now began to have serious apprehension of perishing with hunger and thirst. We had got into the latitude 31° 30, our water nearly half expended, thirst increasing, and under the necessity of shortening our allowance. It had become very hot, and we dis-

(The remainder of this to be seen in the Supplement in the course of next week.)

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